

CLASSIC DRIVER

[Christie's to auction legendary GT Ferrari at Monterey this August](#)

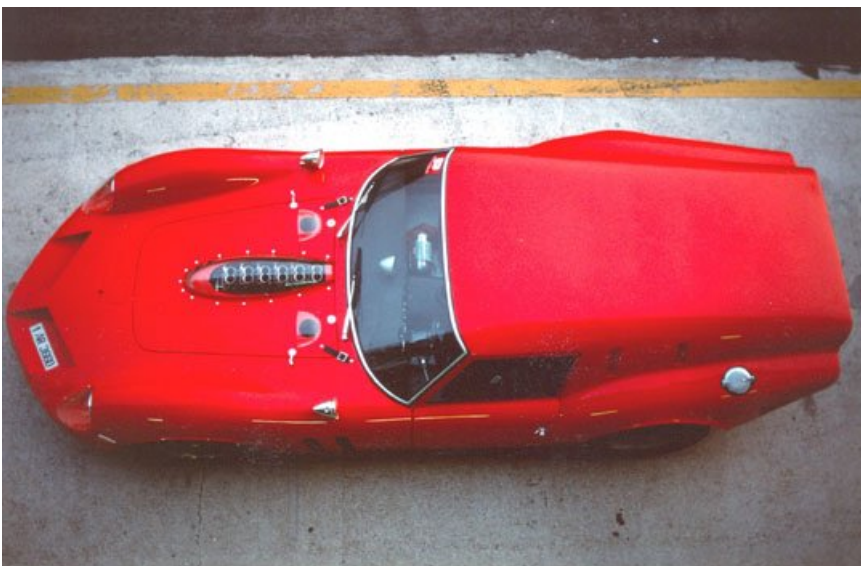


Created after a revolt against Enzo Ferrari by a flamboyant European Count in 1961, a legendary and unique sportscar machine was born - the Ferrari 'Breadvan'. Christie's International Motor Cars is honored to be offering this supercar - the 1961 Ferrari 250 GT 'Breadvan' Berlinetta - at its flagship California sale on August 18.

A radical derivative designed and engineered specifically to beat the dominant 250 GTO, its evolution marked the creation of possibly the most distinctive Ferrari of all time. The car carries a pre-sale estimate of \$3,500,000-5,000,000.

Framed by the most prestigious of all car auctions - the annual Christie's sale of Exceptional Motor Cars at the Monterey Jet Center - the 'Breadvan' will be at the centre of the Monterey Week celebrations this August, with its sale timed to coincide with the biggest annual gathering of international motor car collectors.

Rupert Banner, Head of Christie's International Motor Cars, says: "The Breadvan is one of the most instantly recognizable Ferraris of all time, a truly evocative car which was successful both in Short Wheelbase form and then broke new ground as Count Volpi's GTO killer. With a long racing career it is immediately visible in so many contemporary photographs. Never previously offered publicly for sale, it offers a once in a lifetime opportunity for collectors across the globe."



The 1961 Ferrari 250 GT 'Breadvan' Berlinetta - A Short History

The Breadvan, chassis 2819 GT, started life as a 250 SWB (the predecessor to the GTO) and was raced immediately following completion in September 1961, coming second in the Tour de France. Before the year was out, it had passed into the ownership of Count Volpi for competition use by his by his Scuderia SSS team.

After an infamous internal revolt at Ferrari at the end of 1961, Count Volpi seized the opportunity to staff his team with the Ferrari's top engineers - and in doing so provoked Enzo Ferrari to refuse him the delivery of one of the much-heralded GTOs. As Volpi now had the engineers that had created the GTO working for him, he commissioned 2819 GT to be 'evolved' in order to compete with Ferrari directly.

The result was the birth of a car that quickly earned the name of 'La Camionette' (The Breadvan); engineered by Bizzarrini and with aerodynamic principles pioneered by Professor Kamm, the Breadvan featured a rakish nose and an abrupt rear end.

The car may have lacked the five-speed gearbox of the GTO, but using a similar mechanical specification proved a worthy contender. At Le Mans in 1962 the Breadvan was leading all the GTOs before a driveshaft failure in the fourth hour forced retirement and later in 1962 at Montlhéry it finished third overall (behind two and in front of seven GTOs) - it also took class honors at Brands Hatch in the hands of Carlo Abate.

In the years following retirement from the centerstage of GT racing, the Breadvan has led a documented, varied and charismatic life and has traveled the globe many times - and comes direct from long-term ownership in restored (yet used and enjoyed) condition.

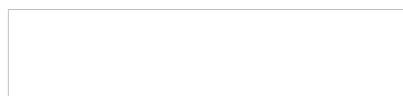
The largest ever collection sale of motor cars in Britain

Christie's is pleased to announce the largest ever sale of a single motor car collection in the United Kingdom. The Sharpe Family Collection, which includes over 200 cars as well as motorcycles and automobilia, will be held over two days at Rayleigh in Essex. A number of examples in the collection have been exhibited at the Ramsgate Motor Museum.

The sale will be divided into Veteran and Vintage (to 1930) cars on the 30th June, and post-1930 cars on the 1st July, and comprises examples from all of the following marques; AC, Albert Gwynne, Alfa Romeo, Arrol-Johnston, Aster, Aston Martin, Austin, Belsize-Bradshaw, Bentley, Benz, Berkeley, BMW, Bobrie Frères, Bond, British Duryea, Briton, BSA, Buick, Cadillac, Calcott, Calthorpe, Carrow, Chevrolet, Citroen, Corre, Cubitt, Daimler, Darracq, Day-Leeds, De Dion Bouton, Delaunay-Belleville, Dennis, Elliot Healey, Empolini, Enfield, Essex, Fiat, Ford, Hillman, Humber, Humberette, Jaguar, Jowett, L'Elegante, Mercedes-Benz, Merlin, Messerschmitt, MG, Morris, Napier, New Carden, Overland, Packard, Panhard-Levassor, Peugeot, Phoenix, Pope-Tribune, Renault, Riley, Rochet-Schneider, Rolls-Royce, Rover, Singer, Standard, Stanley, Studebaker, Sunbeam, Swift, Thames, Trojan, Vauxhall, Volvo, VW and Wolseley. Estimates range from £100-100,000.

It will be held on Thursday, 30th June and Friday, 1st July 2005

Christie's will hold their annual summer sale on Saturday 11th June at the Jack Barclay Showroom, London. This sale will be led by a car representing the halcyon days of British motor racing - the ex-Ian Stewart Ecurie Ecosse **1952 Jaguar C-Type** (estimate: £1,200,000-1,500,000). This is the first C-Type Jaguar to be delivered to the famous Scottish racing outfit, with which it gained a string of victories across Europe. This represents the first time in over 12 years that a C-Type Jaguar has been offered on the British market, this example being one of only 49 still in existence.



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